

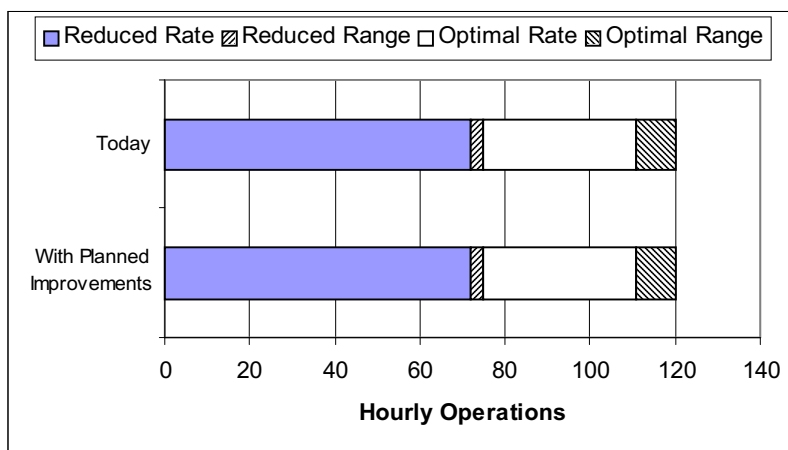
Baltimore Washington International Airport Benchmarks

- The current capacity benchmark at Baltimore Washington is 111-120 flights per hour in good weather.
- Current capacity falls to 72-75 flights (or fewer) per hour in adverse weather conditions, which may include poor visibility, unfavorable winds, or heavy precipitation.
- Carrier schedules at Baltimore Washington are well below capacity throughout the day when the weather is good.
- In adverse weather, scheduled departures occasionally exceed departure capacity but the limited number of arrivals during those time periods prevent serious delay.
- Fewer than 1% of flights were delayed more than 15 minutes at Baltimore Washington in the year 2000.
- Because of the unique runway configuration at Baltimore Washington, the potential gain in future arrivals due to technology and procedural improvements over the next ten years cannot be achieved without a decline in departures. These improvements will therefore not increase the future capacity benchmarks at Baltimore Washington.
- Demand is projected to grow by 27% over the next ten years suggesting that delays may grow significantly in the future.

Airport Capacity Benchmarks – These values are for total operations achievable under specific conditions:

- **Optimum Rate** – Visual Approaches (VAPS), unlimited ceiling and visibility
- **Reduced Rate** – Most commonly used instrument configuration, below visual approach minima

Scenario	Optimum Rate	Reduced Rate
Today	111-120	72-75
New Runway	N/A	N/A
With planned improvements	111-120	72-75



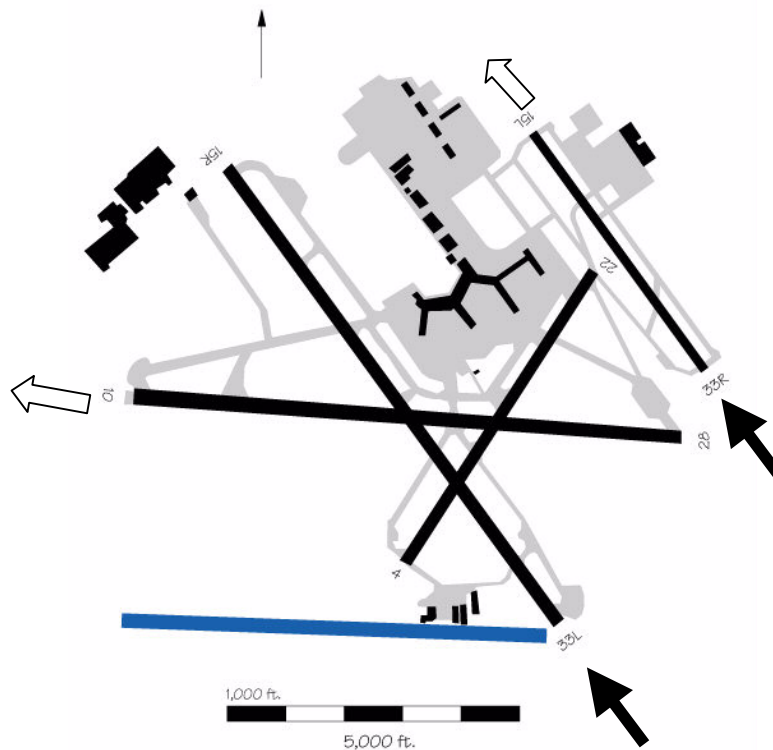
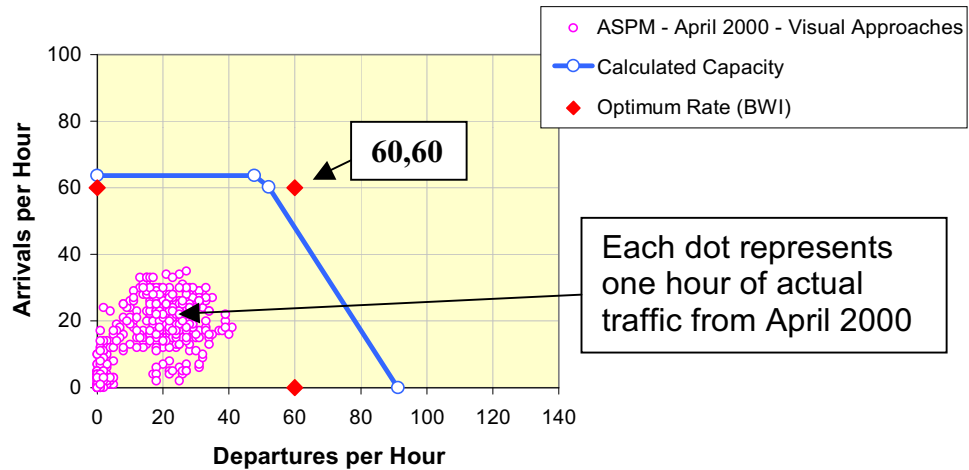
- The benchmarks describe an achievable level of performance for the given conditions, which can occasionally be exceeded. Lower rates can be expected under adverse conditions. Note: In some cases, facilities provided separate unbalanced maximum arrival and departure rates.
- Planned Improvements include:
 - ADS-B/CDTI (with LAAS) – provides a cockpit display of the location of other aircraft. This will help the pilot maintain the desired separation more precisely.
 - FMS/RNAV Routes – allows more consistent delivery of aircraft to the runway threshold.
- Benefits from Planned Improvements assume that all required infrastructure and regulatory approvals will be in place. This includes aircraft equipage, airspace design, environmental reviews, frequencies, training, etc. as needed.
- **Note:** These benchmarks do not consider any limitation on airport traffic flow that may be caused by non-runway constraints at the airport or elsewhere in the NAS. Such constraints may include:
 - Taxiway and gate congestion, runway crossings, slot controls, construction activity
 - Terminal airspace, especially limited departure headings
 - Traffic flow restrictions caused by en route miles-in-trail restrictions, weather or congestion problems at other airports

These values were calculated for the Capacity Benchmarking task and should not be used for other purposes, particularly if more detailed analyses have been performed for the individual programs.

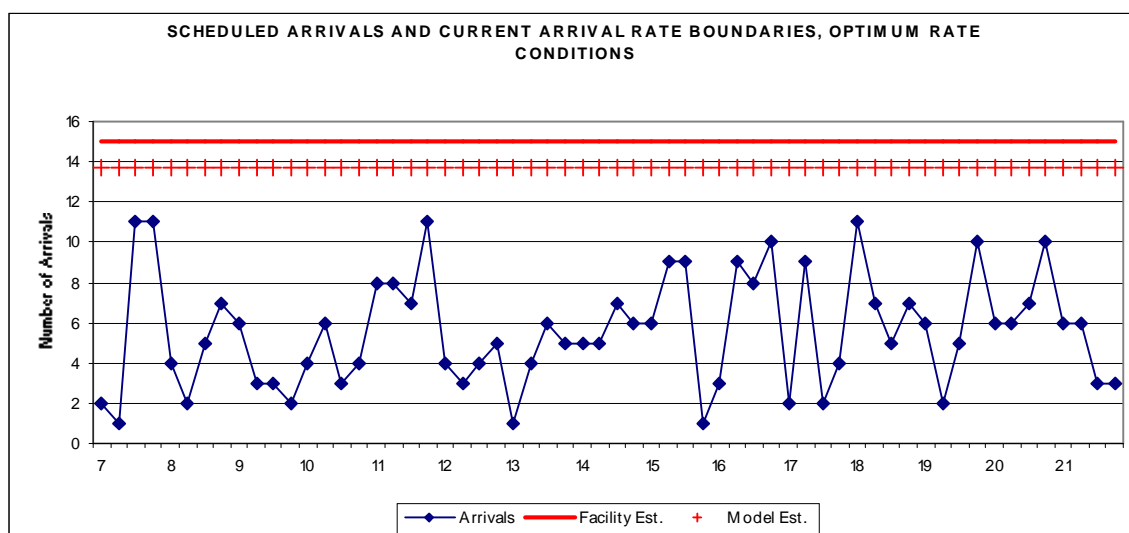
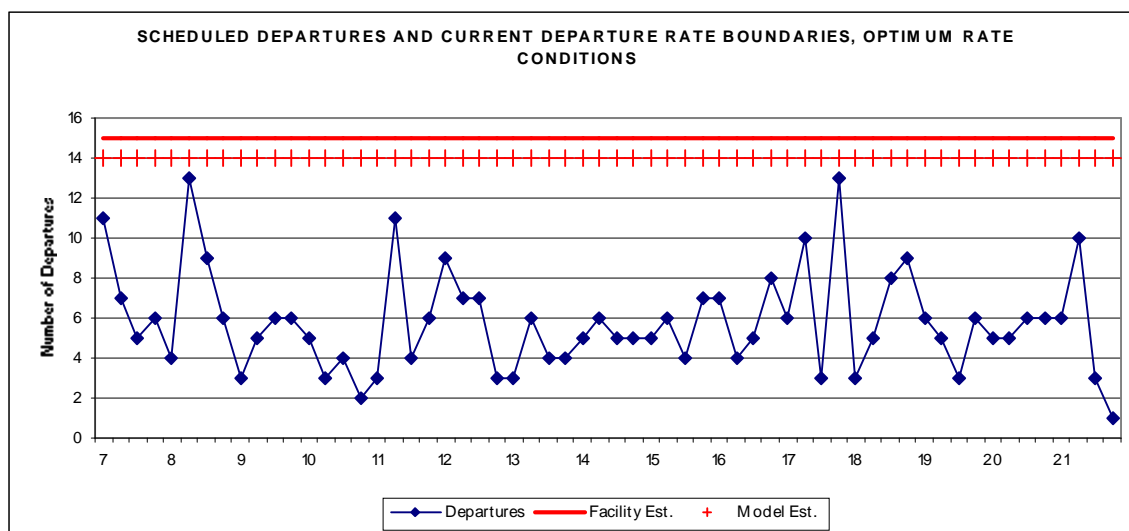
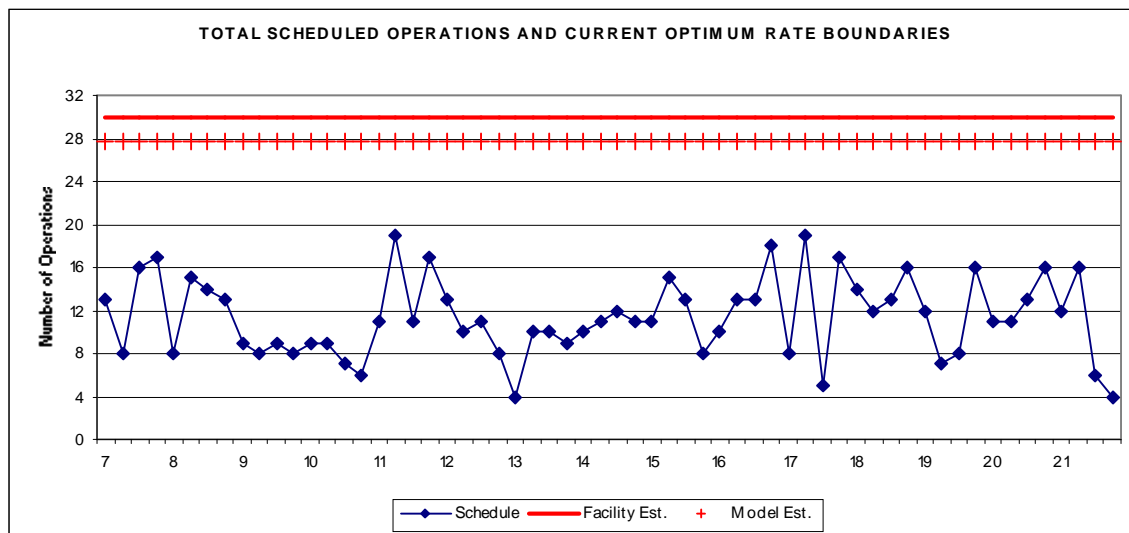
The list of Planned Improvements and their expected effects on capacity does not imply FAA commitment to or approval of any item on the list.

Current Operations – Optimum Rate

- Visual approaches, visual separation - Optimum rate of (60, 60) was reported by the facility
- ASPM data is actual hourly traffic counts
- Chart below represents observed hourly traffic and expected rates in terms of operations per hour. Solid line represents the expected limit of hourly operations: RW33LR&28

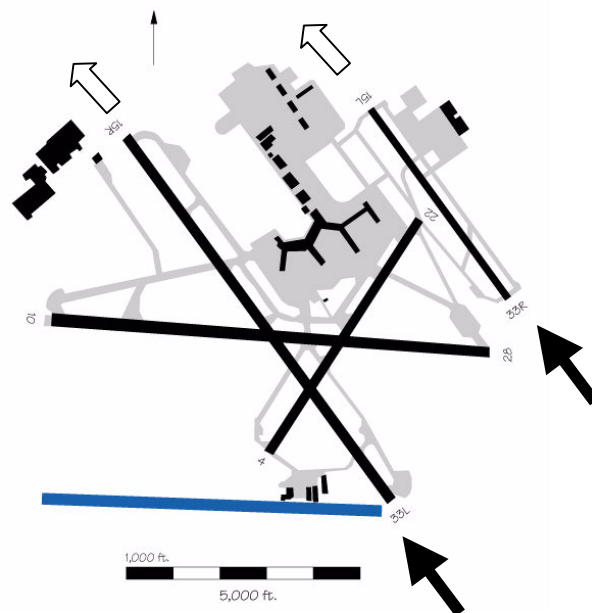
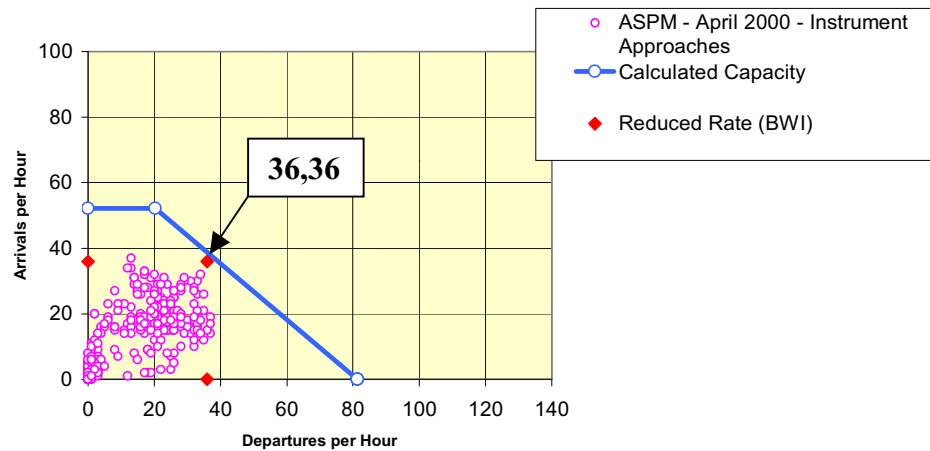


Scheduled Departures and Arrivals and Current Departure and Arrival Rate Boundaries (15-Minute Periods) Under Optimum Rate Conditions



Current Operations – Reduced Rate

- Instrument approaches (below Visual Approach Minima) - Reduced rate of (36, 36) was reported by the facility
- ASPM data for “Instrument Approaches” can include marginal VFR, with higher acceptance rates
- Chart below represents observed hourly traffic and expected rates in terms of operations per hour. Solid line represents the expected limit of hourly operations: RW15LR OR 33LR



Scheduled Departures and Arrivals and Current Departure and Arrival Rate Boundaries (15-Minute Periods) Under Reduced Rate Conditions

